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RAILROAD WORKERS MAKE PLEDGES TO STALIN

Railroad transportation of the USSR fulfilled the 6-month loading plan 101 percent, increased freight turnover by 21 percent as compared with the same period of 1947, exceeded the June loading plan, and completed the June plan for transport of such products as coal, petroleum, ore, and ferrous metals. The railroads are still not fulfilling the plans for car turnover, construction and restoration work, introduction of advanced industrial production methods, and mechanization of labor-consuming processes.

In a letter to Stalin, railroad workers pledged to:

Achieve the loading level planned for 1950 in the third quarter of 1949;

Complete the 1948 hauling plan ahead of schedule and to load 600,000 railroad cars above plan, including 70,000 cars of coal, 28,000 of ferrous metals, 15,000 of ore, 65,000 of petroleum and petroleum products, and 50,000 of grain;

Speed up car turnover in 1948 by 30 hours over 1947;

Haul grain of the new harvest on schedule and without loss;

Improve passenger service, effect order in stations, and eliminate delays of passenger trains;

Prepare transport economy for winter operations and provide uninterrupted railroad operations under winter conditions;

Fulfill schedules in supplying raw materials and fuel to industrial enterprises and cities;

Improve cooperation with industrial consumers (mine, metallurgical enterprises, etc.);

Exceed plan for productivity of labor by 4 percent;

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Decrease hauling costs by 1.8 percent more than planned and to guarantee security of goods in transport;

Lower fuel consumption by 2 percent more than planned; and

Complete the plan for restoration and improvement of the Ural, Siberian, and Donbass railroads.

Individual enterprises made the following pledges:

DONETS OKRUG

Load 70,000 railroad cars above annual plan
Increase average daily loading of coal in second half of 1948 by 19.7 percent over first half
Load 28,000 railroad cars of ferrous metals above plan
Load 10,000 railroad cars of grain above plan
Speed up railroad car turnover by 28 hours over 1947
Lower hauling cost 2 percent more than planned
Exceed labor productivity plan 4.5 percent
Lower fuel expenditure 2.5 percent more than planned

North Donets Railroad System

Increase average daily loading in second half of 1948 by 9.4 percent over first half, including coal loading by 20.5 percent
Load 3,000 railroad cars of ferrous metals above plan
Speed up railroad car turnover by 13.4 hours over 1947
Lower hauling cost one percent more than planned
Exceed labor productivity plan 4 percent
Lower fuel expenditure 5 percent more than planned

South Donets Railroad System

Load 20,000 railroad cars above plan, including 5,000 cars of ferrous metals
Increase average daily loading of coal in second half of 1948 by 21 percent over first half
Speed up railroad car turnover by 2.6 hours over 1947
Lower hauling cost one percent more than planned
Exceed labor productivity plan 4.5 percent
Lower fuel expenditure 1.1 percent more than planned

Stalin Railroad System

Increase average daily loading for the second half year by 26 percent over the first half year
Load 20,000 railroad cars of ferrous metals above plan
Speed up railroad car turnover by 19 hours over 1947
Lower hauling cost one percent more than planned
Exceed labor productivity plan by 3 percent
Lower fuel expenditure 3 percent more than planned

Southern Railroad System

Load 50,000 railroad cars above plan (4,000 of these with grain)
Speed up railroad car turnover by 23 hours over 1947
Lower hauling cost 5 percent more than planned
Exceed labor productivity plan by 5 percent
Lower fuel expenditure 3.5 percent more than planned

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Southeastern Railroad System

Load 20,000 railroad cars above plan (7,000 of these with grain)
Speed up railroad car turnover by 23 hours over 1947
Lower hauling cost 4 percent more than planned
Exceed labor productivity plan by 5 percent
Lower fuel expenditure 3 percent more than planned

Stalingrad Railroad System

Increase average daily loading for second half of 1948 by 13 percent over first half year
Speed up railroad car turnover by 46 hours over 1947
Lower hauling cost 2 percent more than planned
Exceed labor productivity plan by 5 percent
Lower fuel expenditure one percent more than planned

URAL-SIBERIAN OKRUG

Increase average daily loading in second half of 1948 by 10.8 percent over first half year
Load 20,000 railroad cars of coal and 15,000 railroad cars of ore above plan
Speed up railroad car turnover by 17 hours over 1947
Lower hauling cost 1.5 percent more than planned
Exceed labor productivity plan by 1.5 percent
Lower fuel expenditure 2 percent more than planned

Tomsk Railroad System

Increase average daily loading for second half of 1948 by 11 percent over first half year
Load 5,000 railroad cars of coal above plan
Speed up railroad car turnover by 13 hours over 1947
Lower hauling cost 1.5 percent more than planned
Exceed labor productivity plan by 2 percent
Lower fuel expenditure 1.5 percent more than planned

South Ural Railroad System

Increase loading for second half of 1948 by 57,000 railroad cars over first half year
Load 5,000 railroad cars of coal and 3,000 railroad cars of iron ore above annual plan
Speed up railroad car turnover by 22.4 hours over 1947
Lower hauling cost 1.5 percent more than planned
Exceed labor productivity plan by 1.5 percent
Lower fuel expenditure 2 percent more than planned

Sverdlovsk Railroad System

Increase loading for second half of 1948 by 100,000 railroad cars over first half
Load 5,000 railroad cars of coal above annual plan
Speed up railroad car turnover by 13 hours over 1947
Lower hauling cost 1.5 percent more than planned
Exceed labor productivity plan by 1.5 percent
Lower fuel expenditure 2 percent more than planned

Perm Railroad System

Increase average daily loading for second half of 1948 by 8 percent over first half
Load 5,000 railroad cars of coal above plan
Speed up railroad car turnover by 23.4 hours over 1947
Lower hauling cost 2 percent more than planned
Exceed labor productivity plan by 2 percent
Lower fuel expenditure 2 percent more than planned

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Omsk Railroad System

Speed up railroad car turnover by 16 hours over 1947
Lower hauling cost 1.5 percent more than planned
Exceed labor productivity plan by 1.5 percent
Lower fuel expenditure 1.5 percent more than planned

Karaganda Railroad System

Increase average daily loading for second half of 1948 by 22.4 percent over first half
Load 16,000 more railroad cars of coal during second half year than during first half
Speed up railroad car turnover by 15 hours over 1947
Lower hauling cost 1.5 percent more than planned
Exceed labor productivity plan by one percent
Lower fuel expenditure 3 percent more than planned

CENTRAL OKRUG

Load 200,000 railroad cars above plan including 20,000 coal cars
Speed up railroad car turnover by 3 hours above plan
Lower hauling cost 2 percent more than planned
Exceed labor productivity plan by 4 percent
Lower fuel expenditure 3.8 percent more than planned

Yaroslavl Railroad System

Load 30,000 railroad cars above plan
Speed up railroad car turnover by 2 hours above plan
Lower hauling cost 2.5 percent more than planned
Exceed labor productivity plan by 3 percent
Lower fuel expenditure 2.5 percent more than planned

Moscow-Ryazan Railroad System

Load 40,000 railroad cars above plan
Speed up railroad car turnover by 5 hours above plan
Lower hauling cost 2.5 percent more than planned
Exceed labor productivity plan by 4 percent
Lower fuel expenditure 2 percent more than planned

Moscow-Kursk Railroad System

Load 25,000 railroad cars above plan, including 5,000 coal cars
Speed up railroad car turnover by 5 hours above plan
Lower hauling cost 2 percent more than planned
Exceed labor productivity plan by 5 percent
Lower fuel cost 4 percent more than planned

Moscow-Donbass Railroad System

Load 25,000 railroad cars above plan, including 15,000 cars of coal
Speed up railroad car turnover by 2 hours above plan
Lower hauling cost 1.5 percent more than planned
Exceed labor productivity plan by 4 percent
Lower fuel expenditure 4.5 percent more than planned

Moscow-Kiev System

Load 15,000 railroad cars above plan
Speed up railroad car turnover by 2 hours above plan
Lower hauling cost 3 percent more than planned

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Exceed labor productivity plan by 4 percent
Lower fuel expenditure 5 percent more than planned

Moscow (Inner) Belt Line

Load 5,000 railroad cars above plan
Speed up railroad car turnover by one hour above plan
Lower hauling cost 2 percent more than planned
Exceed labor productivity plan by 5 percent
Lower fuel expenditure 3.5 percent more than planned

Gorkiy Railroad System

Load 60,000 railroad cars above plan
Speed up railroad car turnover by 2 hours above plan
Lower hauling cost 2 percent more than planned
Exceed labor productivity plan by 4.5 percent
Lower fuel expenditure 2 percent more than planned

PRIVOLGA OKRUG

Load 50,000 railroad cars above plan, including 10,000 tank cars of petroleum and petroleum products
Speed up railroad car turnover by 28 hours over 1947
Lower hauling cost 2 percent more than planned
Exceed labor productivity plan by 5 percent
Lower fuel expenditure 3 percent more than planned

Kazan Railroad System

Load 20,000 railroad cars above plan
Speed up railroad car turnover by 14 hours over 1947
Lower hauling cost 2.3 percent more than planned
Exceed labor productivity plan by 4.5 percent
Lower fuel expenditure 5 percent more than planned

Railroad System imeni V. V. Kuybyshev

Load 8,000 railroad cars above plan, including 2,000 tank cars of petroleum and petroleum products
Speed up railroad car turnover by 23 hours over 1947
Lower hauling cost 2 percent more than planned
Exceed labor productivity plan by 5 percent
Lower fuel expenditure 1.5 percent more than planned

Orenburg Railroad System

Load 12,000 railroad cars above plan, including 2,000 tank cars of petroleum and petroleum products
Speed up railroad car turnover by 37 hours over 1947
Lower hauling cost 1.5 percent more than planned
Exceed labor productivity plan by 4 percent
Lower fuel expenditure 4 percent more than planned

Ryazan-Ural Railroad System

Load 10,000 railroad cars above plan, including 3,000 tank cars of petroleum and petroleum products
Speed up railroad car turnover by 28 hours over 1947
Lower hauling cost 2.5 percent more than planned
Exceed labor productivity plan by 6 percent
Lower fuel expenditure 3.5 percent more than planned

Load 85,000 railroad cars above plan, including 5,000 tank cars of petroleum and petroleum products
Speed up railroad car turnover by 1.5 hours above plan
Lower hauling cost 3 percent more than planned
Exceed labor productivity plan by 4 percent
Lower fuel expenditure 3 percent more than planned

Kirov Railroad System

Increase average daily loading for second half of 1948 by 24 percent over first half
Speed up railroad car turnover by 2 hours above plan
Lower hauling cost 2 percent more than planned
Exceed labor productivity plan by 5 percent
Lower fuel expenditure 3 percent more than planned

Leningrad Railroad System

Load 35,000 railroad cars above plan
Speed up railroad car turnover by one hour above plan
Lower hauling cost 2 percent more than planned
Exceed labor productivity plan by 5.5 percent
Lower fuel expenditure 5 percent more than planned

Oktyabr' Railroad System

Load 30,000 railroad cars above plan
Speed up railroad car turnover by 2 hours above plan
Lower hauling cost 3 percent more than planned
Exceed labor productivity plan by 5.5 percent
Lower fuel expenditure 5 percent more than planned

Kalinin Railroad System

Increase average daily loading for second half of 1948 by 25.5 percent over first half
Speed up railroad car turnover by 2 hours above plan
Lower hauling cost one percent more than planned
Lower fuel expenditure 4.5 percent more than planned

Estonian Railroad System

Load 8,000 railroad cars above annual plan
Speed up railroad car turnover by 2 hours above plan
Lower hauling cost one percent more than planned
Lower fuel expenditure 5 percent more than planned

Latvian Railroad System

Load 5,000 railroad cars above plan
Speed up railroad car turnover by one hour above plan
Lower hauling cost one percent more than planned
Exceed labor productivity plan by 5 percent
Lower fuel expenditure 3 percent more than planned

Northern Railroad System

Increase average daily loading for second half of 1948 by 12.3 percent over first half
Speed up railroad car turnover by 2 hours above plan
Lower hauling cost by 4 percent more than planned

Exceed labor productivity plan by 7 percent
Lower fuel expenditure by 0.5 percent more than planned

Pechora Railroad System

Increase coal loading in second half of 1948 by 6,600 cars over first half
Load 5,000 tank cars of petroleum and petroleum products above annual plan
Speed up railroad car turnover by 20 hours over 1947
Lower hauling cost 4 percent more than planned
Exceed labor productivity plan by 7 percent
Lower fuel expenditure 2 percent more than planned

WESTERN OKRUG

Load 30,000 railroad cars above plan
Speed up railroad car turnover by 10 hours above plan
Lower hauling cost 5 percent more than planned
Exceed labor productivity plan by 6 percent
Lower fuel expenditure 4.5 percent more than planned

Lithuanian Railroad System

Load 10,000 railroad cars above plan
Speed up railroad car turnover by 10 hours above plan
Lower hauling cost 7 percent more than planned
Exceed labor productivity plan by 7 percent
Lower fuel expenditure 2.8 percent more than planned

Western Railroad System

Load 5,000 railroad cars above plan
Speed up railroad car turnover by 10 hours above plan
Lower hauling cost 3 percent more than planned
Exceed labor productivity plan by 6 percent
Lower fuel expenditure 6.8 percent more than planned

Belorussian Railroad System

Increase average daily loading for second half of 1948 by 22.6 percent over first half
Speed up railroad car turnover by 10 hours above plan
Lower hauling cost 2.5 percent more than planned
Exceed labor productivity plan by 5 percent
Lower fuel expenditure 4.5 percent more than planned

Brest-Litovsk Railroad System

Load 15,000 railroad cars above plan
Speed up railroad car turnover by 12 hours above plan
Lower hauling cost 5.5 percent more than planned
Exceed labor productivity plan 6 percent more than planned
Lower fuel expenditure 4.3 percent more than planned

SOUTHWESTERN OKRUG

Increase average daily loading for second half of 1948 by 21.1 percent over first half
Load 10,000 railroad cars of grain above annual plan
Speed up railroad car turnover by 18 hours over 1947
Lower hauling cost 4.5 percent more than planned
Exceed labor productivity plan by 7 percent
Lower fuel expenditure by 2.3 percent more than planned

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Southwestern Railroad System

Increase loading for second half of 1948 by 6,000 cars over first half
Speed up railroad car turnover by 5 hours over 1947
Lower hauling cost by 3 percent more than planned
Exceed labor productivity plan by 7 percent
Lower fuel expenditure 3 percent more than planned

Vinnitsa Railroad System

Increase average daily loading for second half of 1948 by 19.6 percent over first half
Speed up railroad car turnover by 6 hours over 1947
Lower hauling cost by 3 percent more than planned
Exceed labor productivity plan by 6 percent
Lower fuel expenditure by 2 percent more than planned

Kovel' Railroad System

Increase average daily loading for second half of 1948 by 27.5 percent over first half
Speed up railroad car turnover by 10 hours over 1947
Lower hauling cost by one percent more than planned
Exceed labor productivity plan by 5 percent
Lower fuel expenditure by 2 percent more than planned

L'vov Railroad System

Increase average daily loading for second half year by 37 percent over first half
Speed up railroad car turnover by 12 hours over 1947
Lower hauling cost by 5 percent more than planned
Exceed labor productivity plan by 8 percent
Lower fuel cost by 2.5 percent more than planned

Odessa Railroad System

Increase average daily loading for second half of 1948 by 15.8 percent over first half
Load 10,000 railroad cars of grain above plan
Speed up railroad car turnover by 8 hours over 1947
Lower hauling cost by 7 percent more than planned
Exceed labor productivity plan by 8 percent
Lower fuel expenditure by 2.9 percent more than planned

Kishinev Railroad System

Increase average daily loading for second half of 1948 by 25.8 percent over first half
Speed up railroad car turnover by 8 hours over 1947
Lower hauling cost by 4 percent more than planned
Exceed labor productivity cost by 7 percent
Lower fuel expenditure by one percent more than planned

CAUCASUS OKRUG

Load 75,000 railroad cars above annual plan, including 20,000 cars of coal and 30,000 tank cars of petroleum and petroleum products
Speed up railroad car turnover by 3 hours above plan
Lower hauling cost by 2 percent more than planned
Exceed labor productivity plan by 3 percent
Lower fuel expenditure by 3 percent more than planned

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North Caucasus Railroad System

Load 20,000 railroad cars of coal and 5,000 tank cars of petroleum and petroleum products above annual plan
Speed up railroad car turnover by 3 hours above plan
Lower hauling cost by 2 percent more than planned
Exceed labor productivity plan by 3 percent
Lower fuel expenditure by 3.5 percent more than planned

Ordzhonikidze Railroad System

Load 25,000 railroad cars above plan, including 20,000 tank cars of petroleum and petroleum products
Speed up railroad car turnover by 4 hours above plan
Lower hauling cost by 3 percent more than planned
Exceed labor productivity plan by 4 percent
Lower fuel expenditure by 2 percent more than planned

Azerbaydzhan Railroad System

Load 15,000 railroad cars above plan, including 5,000 tank cars of petroleum and petroleum products
Speed up railroad car turnover by 3 hours above plan
Lower hauling cost by 2 percent more than planned
Exceed labor productivity plan by 3 percent
Lower fuel expenditure by 2 percent more than planned

Transcaucasus Railroad System

Load 10,000 railroad cars above plan
Speed up railroad car turnover by 2 hours above plan
Lower hauling cost by one percent more than planned
Exceed labor productivity plan by 2 percent
Lower fuel expenditure by 2 percent more than planned

CENTRAL ASIA OKRUG

Load 50,000 railroad cars above plan, including 20,000 tank cars of petroleum and petroleum products
Speed up railroad car turnover by 20 hours over 1947
Lower hauling cost by 1.5 percent more than planned
Exceed labor productivity plan by 4 percent
Lower fuel expenditure by 1.8 percent more than planned

Turkestan-Siberian Railroad System

Load 2,000 railroad cars above plan
Speed up railroad car turnover by 13 hours over 1947
Lower hauling cost one percent more than planned
Exceed labor productivity plan by 3 percent
Lower fuel expenditure 1.8 percent more than planned

Tashkent Railroad System

Load 3,000 railroad cars above plan
Speed up railroad car turnover by 23 hours over 1947
Lower hauling cost 2.5 percent more than planned
Exceed labor productivity plan by 5 percent
Lower fuel expenditure 1.8 percent more than planned

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Ashkhabad Railroad System

Load 45,000 railroad cars above plan, including 20,000 tank cars of petroleum and petroleum products
Speed up railroad car turnover by 15 hours over 1947
Lower hauling cost 2 percent more than planned
Exceed labor productivity plan by 4 percent
Lower fuel expenditure 1.8 percent more than planned

FAR EASTERN OKRUG

Load 40,000 railroad cars above plan, including 10,000 cars of coal
Speed up railroad car turnover by 10 hours over 1947
Lower hauling cost 2 percent more than planned
Exceed labor productivity plan by 6 percent
Lower fuel expenditure 2 percent more than planned

Krasnoyarsk Railroad System

Load 7,000 railroad cars above plan, including 2,000 cars of coal
Speed up railroad car turnover by 14 hours over 1947
Lower hauling cost 3 percent more than planned
Exceed labor productivity plan by 8 percent
Lower fuel expenditure 2 percent more than planned

East Siberian Railroad System

Load 10,000 railroad cars above plan, including 3,000 cars of coal
Speed up railroad car turnover by 19 hours over 1947
Lower hauling cost 5 percent more than planned
Exceed labor productivity plan by 8 percent
Lower fuel expenditure 2 percent more than planned

Transbaykal Railroad System

Increase average daily loading for second half of 1948 by 12.7 percent over first half
Speed up railroad car turnover by 8 hours over 1947
Lower hauling cost 3 percent more than planned
Exceed labor productivity plan by 8 percent
Lower fuel expenditure 2.5 percent more than planned

Amur Railroad System

Load 8,000 railroad cars above plan
Speed up railroad car turnover by 9 hours over 1947
Lower hauling cost 3 percent more than planned
Exceed labor productivity plan by 6 percent
Lower fuel expenditure 2 percent more than planned

Far Eastern Railroad System

Increase average daily loading for second half of 1948 by 29.6 percent over first half
Speed up railroad car turnover by 19 hours over 1947
Lower hauling cost one percent more than planned
Exceed labor productivity plan by 4 percent
Lower fuel expenditure 2.5 percent more than planned

Primorskiy Railroad System

Load 18,000 railroad cars above plan, including 5,000 cars of coal
Speed up railroad car turnover by 14 hours over 1947

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Lower hauling cost one percent more than planned
Exceed labor productivity plan by 2 percent
Lower fuel expenditure 2 percent more than planned

Sakhalin Railroad System

Increase average daily loading in second half of 1948 by 38 percent over first half
Load 9,500 more railroad cars of coal in second half year than in first half

In socialist competition toward fulfillment of production plans ahead of schedule, railroad enterprises made the following specific pledges:

Debal'tsevo Division (Otdeleniye), North Donets Railroad System

Load 10,000 railroad cars of coal above plan
Speed up railroad car turnover by 6 hours over 1947
Shorten idle time of railroad cars under loading operations by 12 hours
Increase commercial speed by 3 kilometers per hour

Tayga Division, Tomsk Railroad System

Fulfill loading plan by 7 November

Moscow Division, Moscow-Kursk Railroad System

Fulfill loading plan by 7 November
Speed up railroad car turnover by 20 percent above the quota

Uzlovaya Division, Moscow-Donbass Railroad System

Load 350,000 tons of coal above annual plan

Shakhtnaya Division, North Caucasus Railroad System

Load 20,000 railroad cars of coal above plan
Speed up railroad car turnover by 4 hours above annual quota
Save 10,000 railroad cars by means of better space utilization in loading

Chita Division, Transbaykal Railroad System

Fulfill loading plan 115 percent
Speed up railroad car turnover by 2 hours above plan

Yasinovataya Station, South Donets Railroad System

Decrease idle time of railroad cars by 15 percent over 1947
Insure a 3-percent profit above plan
Fulfill annual plan for train formation by all shunting brigades by 7 November

Inskaya Station, Tomsk Railroad System

Decrease idle time of railroad cars by 15 percent over 1947
Fulfill train formation plan by all shunting brigades by 7 November
Insure a 3-percent profit above plan

Moscow Sorting Station, Moscow-Ryazan Railroad System

Decrease idle time of railroad cars by 20 percent over 1947
Insure a profit of 4 percent above plan
Fulfill train formation plan by all shunting brigades by 7 November

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Moscow Sorting Station in Leningrad, Oktyabr' Railroad System

Decrease idle time of railroad cars by 15 percent over 1947
Insure a 4-percent profit above plan
Fulfill train formation plan by all shunting brigades by 7 November

Bataysk Station, North Caucasus Railroad System

Fulfill annual train formation plan by all shunting brigades by 7 November

Canova Locomotive Depot, Southern Railroad System

Complete hauling plan 110 percent by running overweight trains
Carry out washing and repairs on 26 locomotives per month by each complex brigade
Save 5 percent on fuel expenditure
Ensure profitableness of depot work
Save 600,000 rubles in 1948

Glubokaya Locomotive Depot, Southeastern Railroad System

Complete hauling plan with park of 4 locomotives below quota
Save 500,000 rubles on locomotive repair and operation

Barabinsk Locomotive Depot, Omsk Railroad System

Exceed quota of average daily locomotive runs by 5 kilometers
Lower fuel expenditure by at least 4 percent
Lower operating cost 3 percent more than planned

Belovo Electric Locomotive Depot, Tomsk Railroad System

Exceed plan for medium repair of electric locomotives by 20 percent
Increase runs of electric locomotives between overhauls to 110,000 kilometers
Save one million kilowatt hours of electric power

Likhobory Locomotive Depot, Moscow (Inner) Belt Line

Complete annual plan for medium locomotive repairs by 7 November
Lower fuel expenditure 6 percent below quota

Moscow Sorting Station Locomotive Depot, Moscow-Ryazan Railroad System

Increase locomotive runs between overhauls to 75,000 kilometers
Save at least 35,000 tons of fuel
Save 1.5 million rubles

Moscow Locomotive Depot imeni Il'ich, Western Railroad System

Exceed average daily run of freight locomotives by 21 kilometers
Lower fuel expenditure at least 10 percent
Increase depot average of freight locomotive runs to 125,000 kilometers
Save at least 1.5 million rubles

Khashuri Electric Locomotive Depot, Transcaucasus Railroad System

Exceed average daily run of electric locomotives by 2 percent and technical speed by 3 percent
Save 3 percent of electric power

Zima Locomotive Depot, East Siberian Railroad System

Complete plan for medium locomotive repairs by 7 November
Effect a saving of at least 100,000 rubles

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Heat the entire locomotive park for the winter without state subsidies

Railroad Car Section (Uchastok) of Moscow Station in Leningrad, Oktyabr' Railroad System

Complete annual plan for repairs on passenger railroad cars by 7 November
Recondition and return to operation 50 damaged passenger cars before the end of the year
Construct spring, cartwright, enameling, and lumber-drying workshops

Railroad Car Depot, Volnovakha Station, South Donets Railroad System

Complete annual railroad car repair plan by 7 November

Yelets Railroad Car Depot, Moscow-Donbass Railroad System

Complete annual railroad car repair plan by 7 November
Save 150,000 rubles

Sal'sk Railroad Car Depot, North Caucasus Railroad System

Complete annual railroad car repair plan by 7 November

Magocha Railroad Car Depot, Amur Railroad System

Complete annual railroad car repair plan by 7 November

Railroad Car-Wheel Shops, Magnitogorsk Station, South Ural Railroad System

Complete annual plan for wheel-pair repairs by 7 November

Baladshary Steam (Proparochnaya) Station, Azerbaydzhan Railroad System

Complete annual plan for steam cleaning of tank cars by 7 November
Lower idle time of tank cars under steam cleaning by 0.5 hours more than planned

Yasinovataya Stretch (Distantsiya), South Donets Railroad System

Carry out a 2-year program for medium track repairs
Maintain track in good condition in winter
Maintain track without restricting train speeds

Tyumen Stretch, Sverdlovsk Railroad System

Complete track work plan ahead of schedule
Complete 2.5 kilometers of major track repair above plan
Complete annual plan for planned and preventive track repair by 15 September

Sambor Stretch, L'vov Railroad System

Replace 10 kilometers of wooden track support above annual plan
Maintain trackage in good condition without restricting train speed

Magdagachi Stretch, Amur Railroad System

Complete annual plan for medium track repairs by 1 September
Insure track maintenance without restricting train speeds

Track Machinery Station No 4

Complete track reconstruction plan on Omsk Railroad System by 1 November
Lower operational cost by 5 percent
Increase labor productivity 50 percent above plan

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Nizhnedneprovsk Junction, Signal, and Communications Stretch (Distantsiya), Stalin Railroad System

Insure smooth functioning between communications organization and block signal system
Equip five stations with Natalevich trsffic-control system by 1 October

Barabinsk Signal and Communications Stretch, Omsk Railroad System

Complete installation of automatic block system between Chulymskaya and Barabinsk by 1 November and winterize stretch by 1 October

MOSCOW SUBWAY

Exceed annual plan for passenger transport by 10 million passengers
Lower transport cost by 4 percent more than planned
Save 2 million kilowatt hours of electric power
Realize 5.5 million rubles' profits

LOCOMOTIVE REPAIR PLANTS

Fulfill annual plan for locomotive repairs ahead of schedule
Complete capital repairs on 775 freight cars above plan
Produce 1,500 tons of forgings and 8,500 tons of cast iron above plan
Increase productivity of labor by 3.7 percent above plan
Lower cost of commodity production by 6 percent

Poltava Plant

Repair 20 locomotives above the annual plan
Refuse 2 million rubles of state subsidy

Tikhoretsk Plant

Repair 45 locomotives above annual plan

Rostov Plant

Repair 12 locomotives above annual plan
Refuse 6 million rubles of state subsidy

Zaporozh'ye Plant

Repair 15 locomotives above annual plan
Refuse 3 million rubles of state subsidy

Voronezh Plant

Repair 24 locomotives above annual plan
Refuse one million rubles of state subsidy

Dnepropetrovsk Plant

Repair 20 locomotives above annual plan
Refuse 2 million rubles of state subsidy

RAILROAD CAR REPAIR PLANTS

Fulfill annual railroad-car repair plan ahead of schedule
Complete capital repairs on 5,225 freight cars above plan

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Produce 1,500 tons of forgings and 3,500 tons of cast iron above plan
Repair 9,000 wheel pairs above plan
Increase productivity of labor by 10 percent
Lower cost of commodity production by 4 percent

Darnitskiy Plant

Repair 655 freight cars above annual plan
Exceed gross production plan by 1,200,000 rubles
Exceed plan for wheel pairs by 1,000 units
Save 2,470,000 rubles above plan

Pavlutino Plant

Complete capital repairs on 150 freight cars and 1,200 wheel pairs above plan

"Pervyy Revolyutsii 1905 goda" Plant

Exceed gross production plan by 2,470,000 rubles above plan
Repair 70 passenger cars and 550 wheel pairs above plan
Produce 90 tons of forgings and 610 tons of cast iron
Save one million rubles above plan

RAILROAD MACHINE-BUILDING PLANTS

Overfulfill annual plan for commodity production by 30 million rubles
Increase productivity of labor by 5 percent
Lower production cost by 5 percent
Realize profits of 20 million rubles above plan

Tsentr "Revtrud" Plant

Complete plan for commodity production by 7 November
Lower cost by 2 percent more than planned
Realize 2½ million rubles' profits

Lyublino Plant imeni L. M. Kaganovich

Complete plan for commodity production ahead of schedule
Lower cost by 2 percent more than planned

Mytishchi Plant

Complete plan for commodity production by 7 November
Lower cost by 2 percent more than planned
Increase productivity of labor by 3 percent above plan

Kolomna Plant

Produce 3 million rubles of finished goods above commodity production plan

Moscow "Mashinostroitel'" Plant

Produce 7.7 million rubles of finished goods above commodity production plan
Increase productivity of labor by 10 percent above plan
Lower cost by 2 percent more than planned
Introduce into production no less than 100 efficiency measures by 1 October

Tashkent Machine-Building Plant

Complete annual plan for production output ahead of schedule
Increase productivity of labor by 7 percent above plan
Lower cost by 2 percent more than planned

SECRET

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[illegible] OF THE CONSTRUCTION MATERIALS INDUSTRY

Exceed the gross production plan by 5 percent
Produce the following items above plan: 75 million bricks, 20,000 tons of lime, 5,000 tons of alabaster, 3,000 tons of refractories, 100,000 cubic meters of quarry stone, 20,000 cubic meters of gravel, 29,000 rolls of tar paper
Increase productivity of labor by 3 percent above plan in all enterprises
Lower production cost by 4 percent in all enterprises
Fulfill annual plan by 7 December in the Belgorod, Tsaritsynskiy, Georgiyevskiy, Kaufmanskiy, and Okhta Brick Plants and in the Peshelanskiy Alabaster Plant

ADMINISTRATION OF THE TIMBER INDUSTRY

Exceed 1948 gross production plan in sawmills by 5 percent
Produce 40,000 cubic meters of lumber above plan
Lower production cost by 5,000,000 rubles more than planned
Increase productivity of labor in sawmills by 2 percent
Fulfill plan for transport of timber by truck ahead of schedule and transport 70,000 cubic meters of timber above plan
Utilize electric saws in 20 percent of all logging and utilize mechanized methods in 55 percent of all timber transport
Fulfill annual plan ahead of schedule in the Tulun, Shar'ya, Shalakusha, Vasil'yevka, Kosobrodskiy, and Pravaya Volga Sawmills
Exceed transport plan by the following "lestrankhoz" (timber transport managements) (in cubic meters of lumber above plan): Plesetsk, 15,000; Tugulym, 20,000; Opochka, 20,000; Lal'sk, 20,000; Nosmul'skiy, 20,000; and Nizhneudinsk, 15,000

MAIN ADMINISTRATION OF RAILROAD CONSTRUCTION OF THE WEST

Put into operation ahead of schedule the following projects of the Donbass railroads: 313 kilometers of second and third track, 91 kilometers of station track, 90 average and small-size bridges, 59 locomotive sheds, 19 railroad car depots, and 114,500 square meters of living space
Increase productivity of labor by 15 percent over 1947
Lower cost of building and reconstruction work by 5 percent

MAIN ADMINISTRATION OF RAILROAD CONSTRUCTION OF THE EAST

Put into operation ahead of schedule the following main projects of the Ural and Siberian [illegible] kilometers of new railroad lines, 147 kilometers of second tracks, 146 kilometers of construction work on electrified lines, 55.7 kilometers of station track, 13 locomotive sheds, 92,700 square meters of living space
Increase productivity of labor by 14 percent over 1947
Lower cost of construction work by 5 percent

MAIN ADMINISTRATION OF MILITARY RESTORATION WORK

Put into operation ahead of schedule the following main projects on chief lines of the Donbass, Ural, and Siberian railroads: 504 kilometers of second track, 100 kilometers of station track, 132 kilometers of construction on the electrification of lines, 23 locomotive sheds, 2 railroad car depots, 75,000 square meters of living space
Restore and construct bulk bridges ahead of schedule, including 19 large and average-size bridges and [illegible] small bridges
Lower construction cost of [illegible] more than planned
Increase productivity of [illegible] 12 percent above plan

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SECRET

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MAIN ADMINISTRATION OF INDUSTRIAL CONSTRUCTION

Put into operation the following projects in plants on the Ural and Donbass railroads covering 52,000 square meters of construction area: Sverdlovsk Locomotive Repair Plant; locomotive assembly shop of the Izyum Plant; the machine, casting, and lumber-drying shops of the Popasnaya Plant; the armature shop and the electric power plant of the Poltava Plant; the machine, woodworking, and lumber-drying shops of the Panyutino plant; the railroad car assembly combine, the wheel and machine shop, lumber-drying, and central boiler shops of the Kharkov Plant; the lumber-drying and paint shops of the Nizhnedneprovsk plant; and the forge shop of the Zaporozh'ye Plant; and 77,000 square meters of living space

Exceed the annual plan for mechanization of operations in preparing concrete and in painting work by 5 percent
Increase productivity of labor among construction workers by 13 percent over 1947
Lower cost of construction work by 5 percent

MAIN ADMINISTRATION OF TUNNEL AND SUBWAY CONSTRUCTION

Complete construction of station tunnels by 7 November and connecting tunnels by 1 January on the first section of the fourth line of the Moscow Subway
Prepare for occupancy 11,000 square meters of living space
Lower cost of construction work by 5 percent
Increase productivity of labor among construction workers by 15 percent

MAIN ADMINISTRATION OF CONSTRUCTION AND RESTORATION OF RAILROAD BRIDGES

Fulfill plan ahead of schedule and put into operation, in 1948, 180 capitally-restored bridges, including 75 miscellaneous and large bridges across the Dnepr, Severnyy Donets, Ob', Irtysh, Ural, Dnestr, Berezina, Pripyat', Desna, and Oka Rivers
Exceed plan for mechanization of operations in preparing concrete by 3 percent and by 15 percent in laying concrete
Completely mechanize operations in vertical transport
Increase utilization of machinery by 15 percent over 1947
Fulfill plan for construction-assembly work by the Western Dvina Bridge Restoration Administration by 15 December
Fulfill annual plan of construction work on the Kremenchug Bridge Plant by 7 November

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